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Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOTE-00 INR-07 NSAE-00 FAA-00 L-03 SS-15 NSC-05 /052 W
---------- 058708
R 241620Z MAY 76
FM USMISSION USBERLIN
TO AMEMBASSY BONN
SECSTATE WASHDC 0000
INFO RUFHJA/AMEMBASSY BERLIN UNN
AMEMBASSY LONDON IQWO
AMEMBASSY

C O N F I D E N T I A L USBERLIN 1110

E.O. 11652: GDS
TAGS: EAIR, PGOV, WB, GW, GE, US
SUBJECT: CIVAIR: ALLIED FLIGHTS TO SCHOENEFELD

REFS: (A) BONN 6715, (B) USBERLIN 677, (C) BONN 6712,
(D) 73 STATE 179008, (E) 73 BONN 12912, (F) 73 STATE 239068,
(G) 73 BERLIN 1498

1. SUMMARY: WE AGREE WITH BONN RECOMMENDATIONS PARA 4,
REF A, BUT SUGGEST DEPARTMENT KEEP IN MIND NOT ONLY FRG'S
DESIRE TO MAINTAIN TEGEL AS BERLIN'S MAJOR AIRPORT, BUT
ALSO PREVIOUS ALLIED OFJECTIONS TO CHARTER FLIGHTS TO
SCHOENEFELD BY ALLIED FLAG COMMERCIAL CARRIERS. ACCORDINGLY,
IN CONSIDERING EACH PROPOSAL FOR AN ALLIED FLIGHT TO
SCHOENEFELD, ADVANTAGES IN TERMS OF US (UK, FRENCH) BILATERAL
RELATIONS WITH GDR MUST IN OUR VIEW B ESIGNIFICANT TO
OVERCOME PREFERENCE FOR TEGEL OR SOME OTHER AIRPORT THAN
SCHOENEFELD. END SUMMARY.

2. WHILE ALLIES ARE NOW ACCEPTING INFREQUENT EXECUTIVE
FLIGHTS BY PRIVATE AIRCRAFT OR LITTLE KNOWN CHARTER
CARRIERS (SUCH AS UNION OIL FLIGHT--REF B), ALLIES HAVE
NOT AGREED TO CHARTER FLIGHTS BY MAJOR CARRIERS, PARTICULARLY
WHERE CARGO IS OTHER THAN HUMAN. WE AGREE WITH EMBASSY
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BONN'S RECOMMENDATIONS (REF A, PARA 4), BUT RECALL THAT

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QUESTION OF ALLIED FLIGHTS TO SCHOENEFELD WAS EXAMINED
EXTENSIVELY IN 1973. WE THINK THAT CONSIDERATIONS
INVOLVED IN THIS EXPERIENCE STILL HAVE VALIDITY AND THAT
OVERALL QUESTION MERITS DEPARTMENT'S REVIEW.

3. SEABOARD WORLD AIRWAYS (SWA) RECENT REQUEST TO FLY
LIVESTOCK TO SCHOENEFELD (REF C) RECALLS THREE INSTANCES
IN 1973 WHEN US CARRIERS SOUGHT ALLIED PERMISSION TO
OPERATE CHARTER FLIGHTS FROM US TO SCHOENEFELD. IN
FEBRUARY 1973, PAN AM PROPOSED LOS ANGELES-LONDON-SCHOENEFELD
ROUND TRIP CHARTER FOR SATRA CORPORATION TRADE DELEGATION
(73 BONN 2292), WHICH WOULD HAVE BEEN FIRST TO SCHOENEFELD
BY US, UK, OR GRENCH COMMERCIAL CARRIER (UE BERLIN 275).
DEPARTMENT PERSUADED PAN AM DROP PROPOSAL BECAUSE OF BERLIN
SENSITIVITIES CONCERNING THE ENHANCEMENT OF SHOENEFELD
AT EXPENSE OF WEST BERLIN AIRPORTS. IN MAY 1973, SWA
SOUGHT USG VIEWS ON PROPOSAL BY INTERFLUG THAT SWA CARRY
CARGO OF SWINE CHICAGO-SCHOENEFELD (73 BONN 6415).
WE EXPRESSED SAME RESERVATIONS AS IN PAN AM CASE
(73 BERLIN 788). IN ADDITION, BRITISH OBJECTED THAT
PROMINENT US FLAG CARRIER WOULD GET SUBSTANTIAL EAST
GERMAN PUBLICITY, THAT ALLIED PRESENCE WOULD BE
ESTABLISHED AT SCHOENEFELD, THAT COMMON ALLIED-FRG
RESISTANCE TO ENHANCEMENT OF SCHOENEFELD AT EXPENSE OF
WEST BERLIN AIRPORTS WOULD BE UNDERMINED. BRITISH
EXPRESSED STRONG PREFERENCE FOR LEIPZIG LANDING
(73 BONN 7795), AND FRENCH EVENTUALLY ADOPTED SAME POSITION,
AS DID US MISSION (73 BERLIN 1498).

4. IN AUGUST 1973 AIRLIFT INTERNATIONAL (AI) SOUGHT
APPROVAL FOR LIVESTOCK FLIGHT TO SCHOENEFELD, SAYING GDR
HAD REJECTED AI PROPOSAL FOR DRESDEN OR LEIPZIG DESTINATION.
USG (CIVIL AERONAUTICS BOARD) TURNED DOWN PROPOSAL, AND
DEPARTMENT ADVISED AI SWA THAT PROPOSED FLIGHTS TO
SCHOENEFELD COULD NOT BE APPROVED "BECAUSE OF OBJECTIONS
RAISED BY OUR ALLIES WITH WHOM WE SHARE RESPONSIBILITIES
FOR BERLIN AVIATION MATTERS" (73 STATE 179008).
PIG FLIGHT EVENTUALLY TOOK PLACE NOMVEMBER 27, 1973
((73 STATE 239068) AFTER EAST GERMANS APPARENTLY RELENTED
AND CLEARED SATURN AIRWAYS TO LAND CARGO AT LEIPZIG
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(73 BONN 16912).

6. WE RECOMMEND DEPARTMENT CONSIDER AUTHORIZING ONLY
LOW-VISIBILITY CHARTER FLIGHTS FOR PERSONS WHOSE VISIT
TO EAST BERLIN IS OF SIGNIFICANCE TO US-GDR BILATERAL COMMERCIAL
RELATIONS. GEORGE

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